

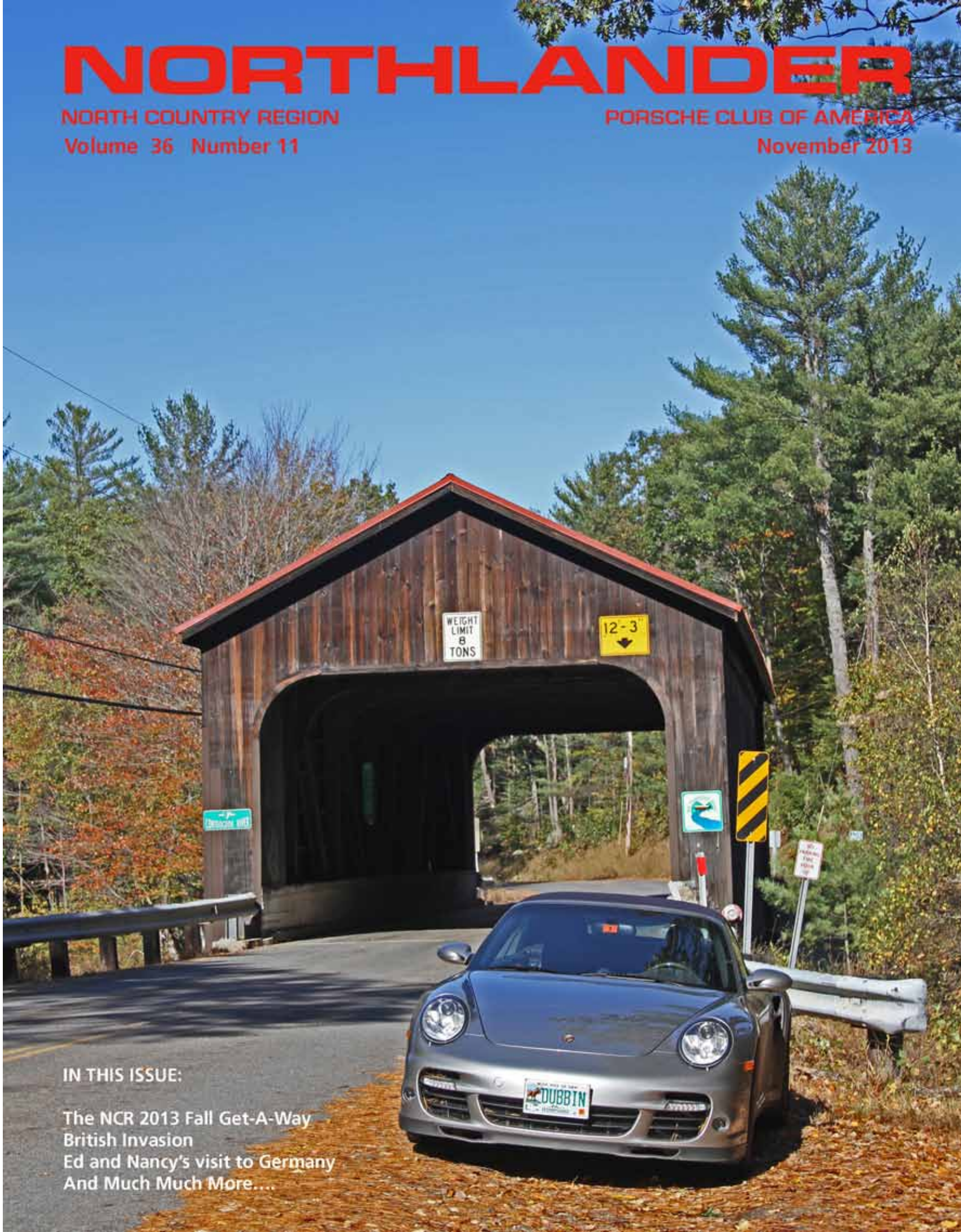
NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 36 Number 11

November 2013



IN THIS ISSUE:

The NCR 2013 Fall Get-A-Way
British Invasion
Ed and Nancy's visit to Germany
And Much Much More....

CONSUMER PROFILES, INC.

DIGITAL PRINT / FULFILLMENT



We are thankful for the opportunity to serve you. We appreciate your business and look forward to working with you again.

HAPPY THANKSGIVING!



CONSUMER PROFILES, INC.

111 Venture Drive, Dover, NH 03820 • 603-742-4000
lLeonard@ConsumerProfilesInc.Com

CALL IVY at 603-742-4000

HEAR YE! HEAR YE!

CALLING ALL PORSCHEPHILES

It is time to find members willing to help keep this club going. Past administrations have done the hard work – they have built a strong and varied program with ever greater participation from the membership. We are growing each and every year. New blood is needed to continue these efforts in our region. Any member, whether active, affiliate, or associate can hold either elected or appointed office in North Country Region. Hank, Brian, and I would like to reach out to anyone interested in participating in the club officer nominating process, or to members with interest in serving in a Board of Directors or committee position. Monthly board meetings are held at various locations around NH in an effort to balance driving distance for attendees. The meetings usually run from 6 – 8pm the second Tuesday of the month. The meetings are mandatory for members of the Board but optional for chair positions. Meetings are also open to the general membership. So if you are interested in one of our positions, or in participating in the nominating process please contact Ivy Cowles @ ivy@ConsumerProfilesinc.com or feel free to call 603-767-6461.

Ivy



Mainely
Custom by Design, Inc. PORSCHE® SPECIALITY PARTS

Bob Futterer
Owner / Designer



218 Cranberry Meadow Road
Berwick, Maine 03901
Phone: 207-698-7646

E-mail: sales@mainelycustombydesign.com
www.mainelycustombydesign.com

JERRY DASCOLI RAINER COONEY



MEISTER RESTORATIONS CORPORATION
The Finest of ALL Porsche Restorations

Route 28 • North Barnstead, NH 03218
PO Box 846 • Alton, NH 03809
TEL/FAX: (603) 778-3561

STEVEN E. SCHINDLER
Attorney
Certified Public Accountant (CPA)

- Confidential Estate Planning
- Trust Administration
- Taxpayer Defense



Schindler Law Office
Rutland • 802-773-9100

Doremus Roesler & Kantor
Burlington • 802-863-9603



Editors

Ivy Cowles

603-767-6461

northlander@ncr-pca.org

Hank Cowles

603-343-7575

northlander@ncr-pca.org

Jaime Gratton

davjaim@netscape.net

Advertising

Biff Gratton

603-502-6023

advertising@ncr-pca.org

Website

www.ncr-pca.org

Statement of Policy

Northlander is the official publication of the North Country Region (NCR), Porsche Club of America (PCA). Opinions expressed herein are purely those of the writer and are not to be construed as an endorsement or guarantee of the product or services by the Board of Directors of NCR. The editor reserves the right to edit all material submitted for publication. Material may be reprinted by PCA Regions without permission provided credit is given to the Northlander and the author.

The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 50 for advertising rates.

NORTHLANDER

NORTH COUNTRY REGION
Volume 36 Number 11

PORSCHE CLUB OF AMERICA
November 2013

Upcoming Events

- 5** Calendar
- 11** DE Season At A Glance
- 25** Autocross Season

Departments

- 4** Board of Directors & Committee Chairs
- 6** President's Message
- 7** Editors' Desk
- 8** Membership
- 9** Vice President
- 10** Drivers' Ed
- 46** Safety
- 47/48** The Mart
- 50** Advertisers' Index

Features

- 14 Looking Back
- 20 Berkshires Getaway
- 25 2013 Autocross Season / Zone 1 Photos
- 33 NCR MG Weekend
- 36 Planes,Trains, and Automobiles revisited
Plus- reunion with 60460
- 41 Spring is a long time coming photos
- 50 BTW Answer



20



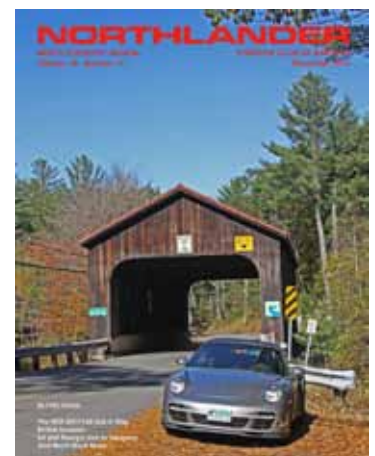
33



36

On the Cover

The cover shot was taken by Harv Ames with his Cannon Eos 7D - while mapping out the October Rally Route with Rich Willey. Beautiful photograph.



BOARD

BOARD OF DIRECTORS

President	Matt Romanowski	(H) (603) 674 3250	president@ncr-pca.org
Vice President	Rich Willey	(C) (603) 978 3187	vice-president@ncr-pca.org
Secretary	John (JJ) Dunkle	(H) (603) 842 0652	secretary@ncr-pca.org
Treasurer	Gordon Jackson	(C) (603) 533 4968	treasurer@ncr-pca.org
Past President	Jay Gratton		pastpresident@ncr-pca.org
Membership Chair	Janet Quintero	(H) (603) 380 5885	membership@ncr-pca.org
Newsletter Editors	Ivy Cowles	(C) (603) 767 6461	northlander@ncr-pca.org
	Hank Cowles	(C) (603) 343 7575	northlander@ncr-pca.org
Safety	Edgar Broadhead	(H) (603) 526 6578	safety@ncr-pca.org

COMMITTEES

Advertising Chair	Biff Gratton	(C) (603) 502 6023	advertising@ncr-pca.org
Autocross	Joe Kraetsch	(H) (978) 534 0118	autocross@ncr-pca.org
Autocross Co-Chair	Ollie Lucier		autocross@ncr-pca.org
Car Control Clinic	Dave Logan	(C) (781) 367 3592	ccc@ncr-pca.org
Charity	Ivy Cowles	(C) (603) 767 6461	charity@ncr-pca.org
Chief Instructor	John Dunkle	(O) (603) 431 4409	chief-instructor@ncr-pca.org
Concours	TBD	Position Available	concours@ncr-pca.org
Drivers' Ed	Mark Watson	(H) (603) 488 5405	de@ncr-pca.org
Historian	Judy Hendrickson	(H) (603) 881 7576	historian@ncr-pca.org
Rally	TBD	Position Available	rally@ncr-pca.org
Webmaster	Dick Demaine	(H) (603) 560 4911	webmaster@ncr-pca.org
Senior Advisors	Edgar & Nancy Broadhead	(H) (603) 526 6578	ednan@tds.net
Social	Rich Willey		social@ncr-pca.org
Social Co-Chair	Carolyn Choate	(C) (603) 533 4984	social@ncr-pca.org
Technical	Bob Futterer	(H) (207) 698 1104	tech@ncr-pca.org

CALENDAR

NCR Calendar or Events

November 2013

- 2 Precision Imports Open House @ 10:00AM
- 9 Annual Banquet @ 6:00PM
- 12 Board Meeting @ 6:00PM

December 2013

No Events Listed

Be sure to watch for updates on the 2014 Parade and block the date now. <http://www.pca.org/>



Spring really is a long time coming



Toni explaining how she is going to miss everyone over the winter



Matt Romanowski **Wide Open**

I know I've said it before, but I love living in New England. The change of seasons is great and I love the fall weather. Cool evenings, warm days. Never too hot. Great foliage. And since I had the trees in my yard taken out, no leaves to rake! But it does have its draw backs.

No more DE. No more autocross. No more rallies. The Porsches go away for the winter. No more top down drives, no more trips to the beach. Months and months of waiting to get the car out.

At our last DE, George Bixby, longtime 944 owner and NCR member, mentioned that the BMW club needed some instructors for their last DE event of the year. Judy couldn't make it, but I was able to twist Past President Jay Gratton's arm to come with me. It was interesting to see how a different club handles things, and we had a great time. We worked out a couple of the suspension tweaks that I've been working on with Chiquita and were still home in time for dinner!

The next morning had me looking at the schedule for NHMS to see if maybe I could sneak one more day in. Much to my surprise, there was only one car day during the week and then the 24 Hours of Lemons race before the track closes for the year! Where has time gone! Being in denial of impending winter, I moved on to look at the Lime Rock schedule. With the exception of a couple of Lime Rock Club days, there was one Connecticut Valley Region PCA event and they are closed!

Short of making the big trek south, Chiquita is done for the year. Time to change the oil, clean her up, get the car cover on, and battery tender on. The lights will go out in the garage and Chiquita will hibernate for the winter.

Luckily for me, I don't have to hibernate from Porsche activities for the winter. Bob Futterer is working on a great tech session schedule, the annual banquet is coming up, and I'm sure we'll have a social event or two. I'm also going to work on getting some of the random dinners going again, so we should have some fun with Porsche friends for the winter.

NCR also has a lot of work that happens throughout the winter. Coming up is when we do the club budget for the year, a planning meeting to map out the events for next year. This time of year is also when we (this is the Royal We, as Joe and Mark do all the work) start working with NHMS, LRP, and Devens Management to get our DE and autocross dates. All of this is done with a hefty balancing of our neighbor NER's dates, the Zone dates, Parade, holidays, and a couple of other dates to work around. It can be quite the balancing act, but in the end we try to put together a good group of events and dates.

This year we also have a number of positions to fill. All of the activities that NCR does are only possible because one of your fellow club members has stepped up to volunteer and put on events. Some positions are more of a coordinator and some are more of a "do-er" position, but all of them need to be done. I ask that if you enjoy NCR and the things we put together, to think about volunteering in some way. It can be to help put on a rally, be a Northlander proof-reader, work with advertisers for the Northlander, or help on the Make-A-Wish Car Show. If you are a social butterfly, the position of Social Chair is open. Social Chair is one of the cool positions where you really have a blank page to fill in every year with any sort of event you would like. Dinners, wine tastings, gatherings – anything you think could be fun is open game! All of those jobs plus more need people to help out, so please don't hold back!

Thinking of all this, a longtime NCR member Jerry Austin is living in Florida now close to Sebring. I remember him saying something about storage near the track for winter DE events. Hmmmmmmm.....



Ivy and Hank Cowles

I am thankful for the mess that I have to clean up after a party because it means I am surrounded by family and friends....

I am thankful for the Federal taxes I pay because it means I am employed....

I am thankful for the clothes that fit a little snug because it means that I have food to eat....

I am thankful for a lawn that needs to be mowed, the leaves that need to be blown, the windows that need to be cleaned, and the gutters that need fixing - because it means I have a place to live....

I am thankful for all the complaining I hear about our government because it means we have freedom of speech....

I am thankful for the last parking space a half of a mile from the entrance because it means that I can walk....

I am thankful for the oil bill that is stuck in the door each month because it means I will be warm....

I am thankful for those that sing out of key because that means I can hear....

I am thankful for tons of laundry because that means I have clothes to wear....

I am thankful for my sore back and sore muscles - because that means I can feel them....

I am thankful for the stupid alarm going off at 5:30 in the morning because that means I am alive....

I am thankful for many things...but most importantly for my family, and my friends.

May your holiday be a blessed and a happy one!

Happy Thanksgiving!



MEMBERSHIP



Janet Quintero

November 2013 Northlander - New Members and Anniversaries

New Members:

Michael Curtin
Canterbury, NH - 1998 Boxster

John Favaloro
Catherine Favaloro - Affiliate
Peabody, MA - 1988 Carrera

Michael Douglas
Pelham, NH - 1977 911S
Transfer from Northeast (NE)

Gary Gammans
Renee Gammans – Affiliate
Keene, NH - 1986 930
Transferred from Northeast (NE)

Peter Giza
Nashua, NH - 1978 928
Transferred from Northeast (NE)

“Dan” William Harben
Celia Harben – Affiliate
Ossipee, NH - 2007 Cayman S
Transferred from Suncoast Florida (SFL)

Robert Kimball
Walpole, NH - 1999 Boxster, 1972 911S
Transferred from Green Mountain (GMT)

Michael Michaud
Windham, NH - 2006 C4S Cab
Transferred from Northeast (NE)

John Pulvermann
Walpole, NH - 2014 911 4S
Transferred from Green Mountain (GMT)

Michael Satzow
Sheila Satzow
Claremont, NH - 2004 Cayenne, 2009 Carrera, 2011 Cayenne S,
2014 Cayenne
Transferred from Northeast (NE)

Paul Speir
Lori Speir - Affiliate
Brookline, NH - 2003 911 C2

William Wright
Adam Wright – Affiliate
Lexington, MA - 1980 911 SC
Transferred from Connecticut Valley (CTV)

Member Anniversaries:

1 Year

Ron Campbell
Ellen Campbell - Affiliate
Pelham, NH – 2006 997 C4S

Jim Dana
Bedford, NH – 1975 930 Turbo

Jeremy MacLeod
Cynthia Chiu-MacLeod - Affiliate
Bedford, NH – 2003 Boxster

continued on page 13 ...



Rich Willey **Where The Rubber Meets The Road**

“The best way to make your dreams come true is to wake up.” - Paul Valery-French Philosopher

Thanks

Just a note of thanks to those who participated in the NCR Fall Getaway weekend. We had terrific weather and about a dozen cars for the drive out Friday, increased to over 20 for the Saturday Tour. The foliage was magnificent and we stayed off the beaten path so experienced little to no leaf peeper traffic. Ending on the top of Mt. Greylock with great views and the para-sailers was special. The Mass MOCA Phoenix exhibit is a must see as is the associated exhibit on the mezzanine. Sunday's car show was a success despite modest attendance by "other" car clubs. We were treated to a fly-in by an experimental plane as well as stunt flying by a local pilot. And best of all we raised a couple hundred dollars for our Make-a-Wish fund.

Musing #1

Sometimes, something catches your eye and you just have to check it out. The Car Music Project did just that. Car Music? Is this the newest sound system? Amps, speakers, and base boxes? No, it is none of the above. CMP is the brain child of Bill Milbrodt, an Emmy winning music composer, but CMP is more about sounds and noise than perfect music. His hook is that the CMP instruments are made from car parts. They include the exhaustaphone, doorimba, tube flute and percarsion to name a few. Interested? Check them out at <http://www.carmusicproject.com/>

Musing #2

I expect some of you get a daily email from "Bring a Trailer". Each day you get a car for sale advertisement, mostly in the US, plus a link to their website. While some vehicles would require a trailer to move them, many are also drivers. All are interesting that a) I would love to have in my collection if I had a collection, or b) I have never heard of and that in itself makes it a fun daily read.

Several months ago they started a resto project, a 63 split window coupe. (Definitely on my collectable list). If you often think how much fun it would be to do a resto project, this Bring a Trailer project could cure you of that. In one of their updates, the car body was ready for paint so they meticulously researched colors and chose the perfect dark blue. After it was painted, color sanded, cleared, etc. it was perfect. The chassis was already done so they mounted the body and rolled it out into the sunlight, where they found it had a purple/red tinge.

The color search started again this time in daylight. The body was stripped and repainted (on the frame this time). After a few test drives they noticed seams in the fiberglass around the "split" showing thru the paint. WTH!! They knew the back of the car had a new fiberglass tail graft but they didn't realize there was the need for a separate internal fiberglass support structure around the rear glass and under the split. Without it the split flexed, the seams cracked and showed through the paint. (I always wondered why GM got rid of the split in '64.) After much research they found an aftermarket supplier in the mid-west which made the window support. They fiberglassed the support into place, stripped and re-sprayed the car, etc., etc. They were now several weeks behind schedule and way over the paint budget. (You think the folks doing those one week secret restorations we see on TV would have bothered to fix that?? Me neither!)

Musing #3

Abarth (pronounced Abart) has been in business since the 40's, most closely associated with Fiat. With the reintroduction of Fiat 500 in the US in 2012 you may have seen the commercials for the Fiat Abarth. (The Abarth convertible ad with the scorpion on the back of the bikini'd sunbather or the stammering young man staring at an Italian woman **continued on page 12...**)



Mark Watson **MY SPIN ON THINGS**

We / you did it! We completed our 2013 DE season with another great event at New Hampshire Motor Speedway: a very good turnout of a fantastic group of drivers; two days of fine fall weather; as always a super track dinner and most importantly we had a safe and accident free event. We had a few spins and some mechanical issues but overall I can say to those of you who participated 'Great Job!!'

Throughout the year, we worked to make sure all run groups received some sort of special attention during the event – this included instructor 'ride alongs', class room sessions and opportunities for private coaching and mentoring. Our Chief Instructor (John Dunkle) spent a lot of time reviewing our driver history data base to make sure drivers are appropriately classified in their respective run groups and where appropriate promoting drivers into the next higher run group. We have been spending a lot of time and effort to develop, refine and implement a strong instructor candidate (IC) program. Our progress over the past several years has been significant and we are too glad to welcome Dave Logan to our instructor group. Just as significant as Dave's promotion is our current pool of instructor candidates (7!!) who are moving through the program. It is not an "easy" program but our goal remains to have highly competent instructors that are capable of working with the variety of drivers that participate in our events to give them a safe and fun experience. Without a strong core group of instructors, we would not be in a position to maintain and grow the DE program by bringing in and retaining those new drivers who are vital to keeping our DE program strong. Our IC program is closely aligned with the NER program so that both Regions have a common approach to promoting drivers into the instructor rank and have a common set of expectations to move participants through the various run groups. I continue to see great co-operation between the NCR and NER DE leadership regarding schedules, overall goals and management of events while still maintaining the unique character of our respective Regions and needs of our members. The result is a driving schedule that provides each of us with the opportunity to optimize our participation, make new friends as well as drive at a variety of tracks throughout the Northeast.

I cannot close this month's article without acknowledging what a great job your NCR DE Team does and how much effort is required to manage the program and run an individual event. We have a great group of people who know their 'jobs' and execute their responsibilities flawlessly. Even with all the planning and preparation, sometimes we are like ducks swimming on a lake – things look calm on top but underneath we are paddling madly to deal with unanticipated issues like late cancellations (students and/or instructors), re-assignments, schedule changes and sometimes completing paperwork. Our aim is always to provide a well run, fun and safe event for all of our drivers and for you to 'never see us sweat'!

Below are the names of those who made the NCR 2013 DE season so successful. Please take a moment to thank them at the Annual Banquet or at a future DE event.

John Lussier – Registrar
Lisa Roche - On Site Registration
Brian Arenstam – Track Ops
Edgar Broadhead - Safety Steward
John Dunkle – Chief Instructor
Tom Harris – Instructor Development
Dave Logan – Car Control Clinic

Toni Surdam – Track Dinners
Joe Kraetsch – On Site Registration
Pat Maloney – Track Ops
Mark Nadler - Safety Steward
Judy Hendrickson – CI Assistant
Doug McIninch – Instructor Development
Matt Romanowski – Student Development

I cannot thank them enough for making my 'job' a lot less stressful and for providing you with driving experiences and opportunities that are of the highest quality.

I also want to thank you for all your support this year and look forward to making 2014 our best DE season to date. Feel free to e-mail me at de@ncr-pca.org with questions, comments and suggestions.

Mark

2014 NCR, Zone 1 and NER Drivers Education Schedule* TBD

- * NCR event registration will continue to be on motorsportreg.com
- * NER event registration will continue to be on clubregistration.net



Harry Dean Robinson
Master Sales Consultant

Porsche of Stratham
60 Portsmouth Avenue, Route 33
Stratham, NH 03885
Phone: 603-775-4053
Fax: 603-418-0758
Cell: 603-617-9930

2011 Certified Porsche
Sales Professional

hrobinson@iclaautos.com
www.porscheofstratham.com



Maria Dona, DMD, MSD, DMSc
David S. Samuels, DMD
Sheila E. Tucker, DMD, MMSc

Two Stevens Street
Andover, Massachusetts 01810
Phone: (978) 475-0567
Fax: (978) 475-7169
contact@andoverperiodontics.com
www.andoverperiodontics.com

STUTTGART NORTHEAST, INC.



WE SERVICE ALL MAKES OF EUROPEAN CARS

SERVICED BY PEOPLE THAT OWN AND DRIVE THEM

Jim Mallette
Owner - Technician
978-777-3077
978-777-9855 (fax)

OEM DIAGNOSTIC EQUIPMENT

stuttgartarne@comcast.net
507 Maple Street
Route 62
Danvers, MA 01923

continued from page 9...

in black which turns out to be a Fiat Abarth. Both ads are magnificent). BTW the scorpion is the Abarth symbol. Anyway Abarth is to Fiat what AMG is to Mercedes, and Dinan is to BMW, but in truth, Abarth really made its bones selling aftermarket exhaust systems for all types of performance cars.

So what? Well Carlo Abarth (who was Austrian, not Italian) partnered with Piero Dusio to build a Formula 1 car in the late 1940s. They needed a designer and builder. Dusio contracted with Ferry Porsche who used part of the money from Dusio and Abarth to get Ferdinand Porsche out of a French prison where he was being held as a war criminal. (Bribery in France, who knew!) The car, the Type 360 Cisitalia never raced but the sole example is in the Porsche Museum.

Answers to last month's quotes

First quote: "Just let me alone, I know what I am doing." Kimi Raikkonen – F1 driver and past world champion. Perhaps the funniest, driest sense of humor in racing. Watch some of his interviews on You Tube. Hysterical. Now that he will be with Ferrari in 2014, I can't wait to see how he partners with Alonso.

Second quote: "Racing...., it's life. Everything before or after is just waiting." Steve McQueen in the movie LeMans. (Ed. Seems that applies to DE and AX too.)

PS: The Mt. Washington hill climb is back for 2014. Mark your calendars for June 26-29.

Magnus finale:

Season ended at LRP in September with much disappointment. After winning for the first time in 2013 at Laguna Seca a few weeks earlier to regain the points lead, a Rent-a-Racer in his first Grand AM race (who spun out another car on the pace lap) hit the Magnus Cup Car in the first turn of the second lap at LRP, where they were then tagged by two more cars. Check out the pics on the Magnus Racing website. You will not believe the damage. 30 minutes to replace radiators and the front suspension got Magnus back in the race. Who says Porsches and Porsche people aren't tough. Not me. Needing John Potter to drive enough laps to finish his minimum required time was critical. Then Andy Lally brought the car home 13th, their worst finish of the year. But that was good enough to take second place in the GT series championship just one point ahead of third. Congrats on a fine year.

Owner/driver John Potter also won the coveted Bob Akin award presented by the Road Racer Drivers Club to the amateur/semi-professional driver who best exemplifies the tradition and sportsmanship of amateur road racing. It is on display at the Watkins Glen International Motor Racing Research Center and has previously been awarded to Sam Posey, John Fitch and Cam Argetsinger, among others. Fast company indeed.

For 2014 Magnus has committed to fielding a Porsche Cup car in GT-D. Hopefully Andy Lally will be with the team but he has been driving with Patrick Dempsey in ALMS as time allows and now that ALMS and Grand AM have merged who knows?

And speaking of Dempsey, if you watched the 4 part series on Dempsey's efforts to qualify for and then participate in the 2013 LeMans race, you may have seen their race engineer in part 3. He is actually Magnus' race engineer on loan to Dempsey racing. And if Dempsey had fielded a 2nd car, (didn't because the so-called money man, didn't come up with the funds), my friend would have been the data tech on that car at LeMans. Small world.

continued from page 8..

2 Year

Michael Castonguay
Hales Location, NH – 2002 Boxster

Randy McDermott
Kate Gratton-McDermott - Affiliate
Potomac, MD – 1970 914

5 Year

Anne Marie Galanis
Ward Galanis - Affiliate
Hampton, NH – 2000 Boxster S

10 Year

George Lagos
Peter Lagos - Affiliate
Bow, NH – 1980 911 SC

15 Year

Paul Beck
Nancy Beck - Affiliate
Holderness, NH – 1995 911

Daniel Weier
Jason Weier - Affiliate
Nashua, NH – 1987 944

20 Year

Ellen Beck
Ijamsville, MD – 1989 944 S2

Lewis Simmons
Suzanne Simmons - Affiliate
Alton, NH – 1986 911

25 Year

Jim Gratton
Deb Gratton – Affiliate
Kennebunk, ME – 1973 914

45 Year

Michael Grishman
Patricia Grishman - Affiliate
Berwick, ME – 1964 356



**HANNA
&
HANNA
INC.**

On Site Museum Quality Work At Reasonable Prices


*Specializing in the conservation & restoration of Early American,
European & Oriental Antique Furniture*


~ References Upon Request ~

PHONE (540) 292 - 1013
E-MAIL ROBHANNA1@AOL.COM

PHYLLIS L. STIBLER, ASID
President
NCIDQ #001920

phyllis@stibler.com



STIBLER ASSOCIATES, LLC
space planning  interior design





Judy Hendrickson **LOOKING BACK**

The year is winding down and there are only a couple of events left this year: A tech session at Precision on Nov 2 and the annual banquet on Nov 9. Hope to see you at one of them.

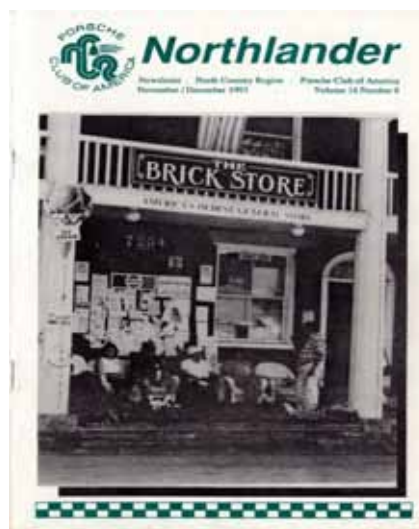
I'm sure Matt will have written about the latest saga in the Chiquita maintenance/upgrade saga and, hopefully, how they worked out at the October NHMS event. I am so lucky Matt agreed to partner with me on the car back in 2006 when I acquired it. It has been a great relationship. Not sure I would still be doing the DE thing without him involved with the car. Sharing a car when you are not related requires a degree of trust in one another and a strong sense of fairness, but for us, it works.

My periodic housemate, Berthold Langer, heads back to Germany October 11. The house will seem very quiet and I will surely miss his presence come snow season. Last year, his time on this side of the Atlantic was during snow season and he took care of all the snow blowing and shoveling while I was up at the condo during the weekdays enjoying a great ski season. I'm still undecided as to how I will proceed this winter – whether to come back to clear driveways when the snowstorms arrive like I used to do and interrupt great skiing, or take my chances with a plowman to adequately clear the driveways and keep the drain paths open so I do not get a flood into the garage under the house. Only time will tell. I will definitely rely on a plowman for any early storms as I am headed to Germany myself Nov 26 for a couple of weeks to take in the Christmas Markets, visit some new areas I haven't been to before, revisit some I have and tour the Porsche factory for the third time in my life and visit the new (to me) Porsche Museum. Berthold and his friend Margit will be joining ski buddy, Joyce, and me for part of this adventure. Will be great to have "little brother" Berthold to be our native guide for part of this adventure.

I am soooooo very fortunate to have met so many wonderful people through the Porsche Club over the years, a number of them have become the brothers, sisters, sons and daughters I didn't have. Yes, it started with the cars, but it IS the people that keep us together. Get active, become part of the family that is NCR!

In reviewing the issues for this month, there was no 1983 issue and both 1993 and 2003 were November/December issues. So I will limit this month's reprint to the 1993 issue and use the 2003 issue for December's publication.

Volume XVI, Number 9, November/December 1993 (Cover)



On the Cover . . . Overall Winner – “NCR Postcard” Entry in Porsche Graphics 93

Photo by Linda Petersen

PORSCHE PLACES IV

Stuttgart, 1923

by DENNIS BURNSIDE (REPRODUCE BY PERMISSION, ONLY!)

Since the Stuttgart area teems with Porsche history as well as Porsche cars, and since I spent four years in the suburb of Ludwigsburg while working in Zuffenhausen not more than a mile from the Porsche factory, I hope you won't mind spending some time around Stuttgart. Should you go to Zuffenhausen to pick up a new Porsche, you'll have a chance to visit many of the places described here and in the next few issues.

Ancient History

Stuttgart began as a Swabii (Subii) settlement, the Swabii being a Germanic tribe from Scandinavia not unlike the Franks, which first show up in history around Rotterdam. The Franks displaced, or integrated with, the Swabii around 500 AD under King Chlodwig. Four hundred years later Duke Luitolf built a stud farm, "Stud Garder" or Stuttgart in a meadow along the Neckar River near a trading post between Ulm and Strasbourg.

Descendents of the Franks and Swabii, the Schwabish, invented the automobile and just about any other internal combustion engine conveyance you can think of, to say nothing of the bra! Most of the vehicles, including the gasoline-powered aircraft, albeit lighter than air, were first tested around Stuttgart.

World War II

Stuttgart was devastated during WWII as 53 bombings destroyed 60% of the buildings. In April 1945 General Jacob Devers, Allied 6th Army Group Commander, assigned Stuttgart to American units as they needed the city to supply forces attacking Ulm. French General De Gaulle complained that Stuttgart should go to French troops who marched in with little resistance via Esslingen and the Neckar River on 21 April.

On 22 April, Stuttgart surrendered, giving up 28,000 prisoners. 175 French soldiers were killed and 510 wounded. The French troops, mostly black soldiers from Senegal, Tunisia and Morocco, raped and pillaged during July 1945. General Devers was not to get French troops out of Stuttgart without help from President Truman.

Post-war Stuttgart

Stuttgarters rebuilt their city after the war to the point that Ferdinand Porsche would be amazed should he see it today. But, in some respects, it was probably more attractive before WWII as many half-timbered houses have been replaced by less appealing structures. The city's center has been nicely rebuilt with a formal parterre garden at its center, and there are usually a few one or two star Michelin Guide restaurants available for the discerning.

Stuttgart is probably Germany's most affluent city. Streets are not laid with gold, but they're lined with Porsches and Mercedes-Benz cars. In its suburbs are manufactured these cars, Neoplan buses and the equipment essential to the operation of the Mercedes and Porsche factories; Bosch electrical equipment, Mahle pistons and cylinders, Hirsch Getriebe-und Zahnradfabrik synchronized gear boxes, Roser leather products and Behr radiators.

Led by Lord Mayor Manfred Rommel, son of Field Marshall Erwin Rommel, Stuttgart offers excellent public transportation including a connection with the Bundesbahn's high speed ICE train, a white blur governed to 155 MPH - nearly as fast as a speeding Porsche. The city abounds with walking and bike paths and the streets are clean, though perhaps not quite as spotless as in the 1960's. You can still park your Porsche on Stuttgart's streets, though I suggest underground parking, and you can stroll along the streets or gardens without being mugged.

The Geography

Like most German cities, Stuttgart has its very own TV tower, a 3000 ton, 152.4 meter high concrete Fernsehturm complete with a high-speed elevator topped by a revolving restaurant and observation deck. Both deck and restaurant afford views of the hilly countryside around Stuttgart. To the North, green forests give way to Stuttgart center and Killesberg, where Ferdinand Porsche built a house in 1923.

Further to the North lies Zuffenhausen, where Porsches have been made since 1949. Even further North is Ludwigsburg, where Porsche runs its export facility. To the West is Bad Canstatt, a small city on the Neckar river where Daimler tested the first motorboat and not far from where he and Maybach built the first four-wheeled car in 1886.

Vineyards line most of the Neckar, but not near Unterturkheim where the corporate headquarters of Daimler-Benz shares a field, Canstatter Wasen, with Neckarstadion (now used for soccer games) and the Festwiese ("Festival Meadow") where, every October, the Stuttgarters try to outdo Münchenerers in the amount of beer they consume.

Autobahns wrap around Stuttgart's West and South flanks. Coming from the North, from Heilbronn and Mannheim, the roads are usually pretty open with three lanes available for high speed driving. The Porsche factory-

isn't far from the Stuttgart-Zuffenhausen exit and that part of the autobahn is a favorite place to test new cars.

South of the Stuttgart-Zuffenhausen exit, A81 runs through flat farmland dotted with small hills resembling miniature volcanos. Near Leonburg, it slows to 120 KMH while climbing to a short tunnel before dropping to the intersection with A8 from Karlsruhe.

Picking up A8, the road enlarges to four lanes as it sweeps around Stuttgart's South near Boblingen where Porsche tanks were tested during WWII. It then passes Stuttgart airport, currently being enlarged at the autobahn's expense, before heading Southeast toward Ulm and München.

Hotel Marquardt

Ferdinand Porsche, his wife and two children came to Stuttgart early in 1923. This is the same year that Friedrich Paulus, who later surrendered Germany's once mighty 6th Army at Stalingrad, began a stint in Stuttgart as a General Staff Officer for the 5th Infantry Command.

The designer was attracted not only by Stuttgart's preeminence in automotive engineering, but because his violent temper made staying on at Austro-Daimler in Weiner-Neustadt, Austria impossible. He was also drawn by what was probably a very high Daimler salary, or at least generous benefits which allowed him to build a house designed by a not inexpensive architect, Prof. Paul Bonatz, creator of Stuttgart's train station, still standing and capable of handling 1000 trains a day with parking for 16 trains.

Porsche's salary also permitted him to stay in Stuttgart's best hotel, the Marquardt, while his house was being built on Feuerbacher Weg, a street on a hillside above the train station. The Marquardt was not particularly convenient to Porsche's place of business which was located in Unterturkheim, about 3 miles away and on the other side of the Neckar. The Marquardt stood on the corner of Bolzstrasse and Königstrasse.



The site of the Marquardt - as it appears today.

Königstrasse is the center of Stuttgart's Fussgdnger Zone (pedestrian-only area) and main shopping street leading from the train station to, in 1923, the Marquardt which bordered the Schlosspark, a garden surrounded by several palaces, an opera, art museums and elegant shops.

Further evidence of the Marquardt's high standing was that Richard Wagner, not known for his modest living standards, was staying there in May 1864 when Herr Pfistermeister, Bavarian King Ludwig II's private secretary, finally tracked him down. Presented with a portrait of Ludwig and a promise of financial independence, Wagner linked the Marquardt with an end of financial worries. For Porsche, the hotel probably seemed more of a luxurious inconvenience. Unfortunately, the Marquardt did not survive WWII, a victim of Allied bombing raids. It has been replaced by shops and a theatre, the only reminder being the Marquardt Passage, a shopping area off Königstrasse.

The Graf Zeppelin

Today's number one hotel around Stuttgart is probably the Graf Zeppelin, nicely located across from the train station and adjacent to Königstrasse and a park. It's an elegant hotel with a huge chandelier in the lobby.

The service is impeccable, especially in the restaurant. Though it's usually rated at only one star, I've not had better service in France's greatest restaurants. And remember that a Michelin Guide one star is something that few, if any, New England restaurants can aspire to. If Porsche were coming to Stuttgart in 1993, he'd undoubtedly stay in the Graf Zeppelin. Especially if Mercedes-Benz was paying the bill!

The Zeppelin is not the closest hotel to the Porsche factory. But if you can afford a Porsche, you can afford a cab to the factory to pick up your new car. The Zeppelin offers a good chance to sample the flavors of Schwabish life and easy access to the opera - try a Wagnerian one, naturally.

Stroll down Königstrasse to see where the Marquardt once stood and, if the weather's good, enjoy the gardens around the palace.

Birkenkopf

Some of the rubble from the Marquardt is probably on the Birkenkopf, a 511 meter high hill near Gerbrichstrasse and Rothenwaldstrasse about 2 miles southeast of the Marquardt. Much of the hill, which is reached only on foot and is topped by a cross memorializing those lost to bombing in WWII, is composed of rubble from buildings destroyed in Stuttgart during WWII. d e n n i s

Note to today's readers: Remember this was written in 1993 and things may have changed around Stuttgart by now, but the history of the place remains as told above.





Robbie Leonard of Greenland showing off his pumpkin carving skills and taking on the design of the Porsche Crest. The glare from the pumpkin is showing up nicely on the Cayman S - Absolutely beautiful!



Our New Goodie Store is now open!

Christmas is NOT a long time coming!!!

Is your Christmas List complete?

- Track shoes
- New book on Porsche racing history
- NCR sweatshirt for grandson
- Camera Mount
- Cordless Impact Wrench
- Road Wrap Paint Protection film
- Tire Gauge
- Balaclava
- Driving gloves
- More Horsepower (oops!! Out of stock)

We are adding items weekly – keep checking in for new items

Keep an eye open for clearance items!!!

<http://ncrpca.clubstore.us.com/>



The Berkshires Getaway

by Rich Willey & Carolyn Choate

Rich - Friday, Sept. 27, dawned overcast and cool but despite the weather, spirits were high as 13 cars gathered in Leominster to kick off the Berkshires Getaway Weekend. An exhilarating drive through the middle of Massachusetts brought us to lunch in Sunderland where friends from CVR joined us as well as a surprise (to me, anyway) arrival by NCRer Harv Ames, who had flown all night from overseas to join us. After lunch, another fun drive west using secondary roads which ended by ascending Rte. 2, then down through the hairpin to North Adams. We arrived just in time to check in at the Holiday Inn and walk the two blocks to MASS MoCA.

Carolyn - Robert Frost may have traveled and written about many a scenic and winding New England country road but, until you've driven them with a caravan of flying Porsches, there's still more poetry to write. I'll spare you my own poor attempts at iambic pentameter and tell you straight out: those who signed up for NCR's recent Berkshires Getaway weren't disappointed. (Or they didn't tell me otherwise.) In fact, the "cards and letters" keep coming with superlatives such as "a really great time" and "so well organized" and "we had never participated in an NCR event before but everyone made us feel so welcome."

Like two heads, two organizers are better than one. Rich Willey, the consummate "road tour" planner and, moi! Accommodations, food, and extra-curricular activities make *my* engine purr. Kudos to our silent partner, Mother Nature, whose cooperation was appreciated by all but particularly by Rich and me. Even if she was a little moody at our departure from Leominster, by the time the caravan began coursing through curvaceous secondary roads from the highway, the sky brightened and cast an autumn glow I won't soon forget. Luckily, the view was captured on Gordon's handy-dandy GoPro video cam mounted on the hood of our 2010 "Bosoxtr" S and which yours truly controlled from the passenger seat with a Bluetooth remote. Likewise, I was chief photographer for the event and look forward to posting some of the 300 shots on our website for your viewing pleasure.

While getaway participants had plenty of opportunities all weekend to see Mother Nature's lavish fall wardrobe, a select (and courageous) group opted for art of another sort in North Adams at the Massachusetts Museum of *Contemporary Art* (MASS MoCA). Contemporary Art. Knowing it's not everybody's "cup of tea," I massaged the crowd over lunch in Sunderland a few hours before. "Come on," I cajoled, "live a little; it'll give us all something to talk about; we'll bond over the avant garde German art and be bowled over by Chinese artist, Xu (pronounced ZOO) Bing and his wicked awesome collection including two, 100' mechanical birds made from construction debris and weighing 12 tons. Plus, I landed a great tour guide at MASS MoCA, Deena Bak, one hot ticket art chick." Suffice it to say, the faithful were rewarded as no words can do justice to the art we pondered over and sincerely enjoyed. All that cerebral exercise called for a drink – or two. Now's the time to commend the Holiday Inn North Adams for all their first-class attention to NCR 'cause when we returned from MASS MoCA, management had set up a private lounge area exclusively for us with comfy sofas and easy chairs, tasty hors d'oeuvres to munch on before dinner in an adjoining banquet room. Sales manager, James Godfrey, and his staff did miracles with \$16.95 a person and the color scheme had Porsche written all over it.

Rich - When we awoke Saturday, heavy fog had settled in the Berkshires and it was a serious "buzz kill." But by our 8:45 am drivers meeting, it was clearing and our tour began with a sunny, fall day punctuated by low lying fog in the valleys and perfect foliage. Stunning. Twenty cars made the easy drive into New York, followed by a sprint over the hills to the Furnace Brook Winery and Hilltop Orchards in Richmond, MA. A wine tasting, warm cider donuts, and fresh apples raised our energy level for the rest of the day. Some twisty back roads between Richmond and Lenox lead us past Tanglewood and the Lenox Hotel into Lenoxdale. From there, a fast hill climb to Becket and the hill towns where I made a quick detour through the Hinsdale Congregational Church driveway to ensure all the drivers had caught up. Everyone was wondering what the heck I was doing, including the perplexed fireman staring from across the street. But that immediately changed to laughter all around.

On to Williamsburg, and lunch in the private dining room at the Brewmaster Pub, home of the locally popular Opa Opa Brewery. Because we were running a bit late, we skipped the stop at the Three Sisters but then encountered a mile or so of road construction which was a real downer. As a result we all got separated but fortunately most made it to the top of Mt. Greylock where the views were forever and the parasailers put on a show. Finally, a descent through twisties back to North Adams to end a memorable tour and a well-deserved rest before dinner.

Carolyn - Dinner at Gramercy Bistro, on the campus of MASS MoCA, was a work of art in itself. A former industrial mill gone all cozy with ivory paint on brick, billowing sheers on ceiling to floor windows, and votives atop white linen

table cloths, the space had a warm glow that was merely magnified by the mood of those dining. Filet mignon, coq au vin, broiled salmon, decadent desserts, the real masterpiece was on the plate, its presentation lovely, the taste mouth-watering. I was pleased to observe friendships “gelling,” complete strangers just yesterday now engaged in animated conversation and laughter. I was one tired but happy art director of sorts who hit the sack early for the next day’s event at the Harriman & West Airport.

I had been in the planning stage for a car/plane show for a good four months. Paid a visit to various airport commissioners, walked the tarmac, spent many an hour on the phone, did some heavy lifting with publicity and promotion, yadda, yadda. By mid-September it appeared we were really going to pull this off: an unprecedented collaboration whose success would surely be impacted by Mother Nature. As the weekend drew near, the weather report looked phenomenal. Two questions remained unanswered: would there be any cars? Any planes? I wouldn’t find out until after the show concluded as, unfortunately, Gordon and I needed to leave mid-morning for an unexpected event in Connecticut. Thanks Rich and Marilyn for stepping in . . .

Rich - Up early for a quick breakfast. John and Bill stopped by to share that they had already cleaned their cars, so I talked them into wiping down the Cayman. (It’s always better when someone else struggles to get a black car clean.) Off to the airport where we were greeted by show participants including Edgar and Nancy who “flew” the GT3 down for the day. By 10:30 we had about 18 Porsches, 5 British cars, and 4 airplanes on display to raise \$210 for MAW. Some folks had to leave early but those who stayed witnessed a spectacular stunt show by a local pilot and got an up-close look at an experimental, Mazda powered plane that flew in. To close the event, we provided paper certificates to People’s Choice class winners, including Bill and Penny Meyer’s Targa. Brian Wells and Cathy Thomas’s Boxster Spyder garnered Best of Show. Congrats and thanks to all participants.



Getaway - a squadron of Porsches looking great on the tarmac



NCR Art lesson at MASS MoCA



Carolyn’s reaction to the curves



Lots of Porsche-Hugging curves



Stop at Hilltop Orchard and Winery



Perfect beginning to the car and airplane show



BOSOXTR....



Enthusiasts corral in Leominster



Wine Tasting....

A great time was had by all....



2013 Autocross Season

Be sure to look for the 2014 Autocross Season Calendar - thank you all again for a great season. We look forward to next year's events.

ncr-pca.motorsportreg.com



Zone 1 Autocross Photographs

by David Churcher



A little smoke....



Charles sends Jack on his way....



Stephen Dudzic's stunning car....



Joe on a great run...



Zone 1 Rep. Jennifer Webb awards prizes...



Don is that a Yankees hat...

EXOTECH

LET OUR EXPERIENCE HELP YOU

<p>All facets of routine maintenance for daily driver to race car</p> <p>Complete head work</p> <p>Port work with flow bench testing</p>	<p>Crankshaft grinding and knifedging</p> <p>Boattailing</p> <p>Motec and custom wiring harnesses</p>
------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------

Mark Nadler 9 Newton Road Plaistow NH 03865
(603) 382-3599 www.exotechpower.com

Exotic Car Club
of America LLC

James H. Smith
President

421 Merrimack St
Methuen Ma. 01844
978-683-7500 Sales
978-682-3200 storage
jsmith@exoticcarusa.com
www.exoticcarusa.com

SAFETY THROUGH TECHNOLOGY



We are your destination for safety equipment.
Come to our showroom to get everything
you need to drive on track. Safely.



HMS
motorsport

WWW.HMSMOTORSPORT.COM

9A Electronics Ave Danvers, MA 01923 • Toll Free: 888.467.3269 • Local: 978-774-1615
STILO-USA.COM • SCHROTHRACING.COM • COBRASEATS-USA.COM



European Auto Service
AUTOWERKES
Maine
www.autowerkesmaine.com

Please visit us at our new facility at
398 US Route 1, Freeport, Me.

207 865 6600



Kachel Motor Company

Sales, Maintenance & Fabrication Work on
German & Italian High Performance Automobiles



PCA Authorized
Tech Inspector

Softronic
Softronic ECU Flash tuning



KMC



425 Canal Street
South Lawrence, MA

(617) 759 8973
www.kmcauto.com

Do You Recognize This NCR Member??

Photograph by ???????



Other shops bring their problem cars to us--

We have the LATEST in DIAGNOSTIC TECHNOLOGY.

Precision Imports



We specialize in fuel injection & C.A.N. diagnostics.

We have 5 ASE Master Technicians with Advanced Level certification; 2 of them are Bosch Master Technicians.

We believe in perpetual schooling so our technicians are well versed in the latest automobile technologies.

183 Faltin Drive, Manchester, NH 03104 Toll Free: 1-800-464-2031 | Phone: (603) 624-1113
Hours: Monday-Friday 7:30am-5:30pm



The NCR MG Weekend

By David Churcher

If you take five or so Porsche people who are also oenophiles and foodies, architects, contractors, and photographers, and put them together for a weekend with Brit cars ... what do you get?

A very fine time.

The annual "Brit Invasion" of British cars in Stowe Vermont happened in mid September. Brett Wright had invited me to join in. We would be guests of NCR's John Rahill. I decided the weekend being described was a not to be missed weekend.

Once I found the driveway to John's house I was sure I had the correct driveway. A custom architect designed house at the end of the drive was hard to miss. Once inside my one eye was like a submarine's periscope on steroids. Is that really the back end of an old Peugeot as range hood? What are those paintings on the far wall ... closer ... ah, photographs ... ah, really good photographs.

About 20 minutes later George and Brett arrived. We allowed extra time for them because they were driving Brit cars ... an MG TF and an Austin Healy Sprite. The TF was giving attitude so Brett launched into upfixin the points, condenser (cap), etc., while sipping a cocktail. I watched while sipping a cocktail. The remainder of the group retired to Happy Hour and dinner prep ... and some red wine. Once the upfixin was done Brett and I took the TF for a brisk run in the clear cool Vermont air. All fixed. Back to the house for Happy Hour.

John is a vegetarian and a locavore ... so much of what we had to eat on the weekend was from his garden. Friday night we had John's Pizza with blue cheese and homemade Pesto, red wine and conversation. Margot had arrived from Massachusetts bringing fresh corn and I learned she is the photographer who made the fine photos on the wall. After dinner we talked of our pilgrimage from film to digital and our travels. It is so nice to meet a "real" photographer.

Saturday morning while I enjoyed the design, shapes, colors and textures of the designer bathroom John was making blueberry pancakes for us. And he then served them with homemade maple syrup. Does it get any better? Oh, it can. We do not take Porsches to a Brit car show, nor wear Porsche shirts. We even try to hide the fact we are Australian. We arrive wondering if the Brit car stories and Lucas stories are true. They are. As we lined up for the show positions various MGs and TRs vapour locked (Brit spelling here) and had to be pushed off. Our TF made it ... with perhaps five minutes to spare.

But now we can compare the Porsche-NCR enthusiasm to the Brit car enthusiasm. It is the same. Car people, enthusiasts, happy people. Vapour lock notwithstanding.

I'll let the photographs speak for the cars. My story here continues with dinner. Foodies, oenophiles, all participated. Brett had spoken of a fine Mendoza red he wanted to introduce me to but we did not see it Saturday morning. We suspected it went down on Friday night. I could see Brett was disappointed but we did have enough red to see us through. Chef Brett prepared his halibut, Chef John prepared salad and sweet potatoes, Chef Margot the corn, and Chef David the salmon. And the fish was a bit special. This was frozen, caught in the wild, during Brett and Sandy's Kodiak Island chain trip. This was to be a dinner to remember.

Sunday as we began to pack and get ready for going back to Stowe for the drive through Smugglers' Notch Brett found a fine bottle of Mendoza in his kit ... protected, but forgotten on the previous evening. Back to Stowe. What a hoot ... 30 or so Brit cars tootling through some of America's most spectacular scenery. Mother Nature provided some fog, some color, some damp, and some clouds.

Once back to Stowe as George and I climbed out of the Sprite a lady observing us burst out laughing and said: "I wondered how you two would get out of there!" It's not called a Sprite without reason.

As we began our preparations for the drive to our various homes we reflected on our weekend. What a special time it had been. And as a final special note Brett reached into the TF and came up with the bottle of Ben Marco and said to me: This is for you.

You can't have a better weekend than this. It was a very, very, special weekend. One I will remember for a long time.



Saturday morning and the TF is fired up and ready to go...John took the D3 and snapped Brett and David as they departed



Over the hill...a 1950's MG TF - But then it's never "over the hill"...the magic the TF provided to us as teenagers in those days lingers on



The red TF, second in the row, is Brett's sweetie..he now has two of them



It's not all about the cars...even if the cars are MGs. It is the people. This is Saturday dinner and a perfect evening. Jen Wei, John's son took the D3 (Camera) and snapped the shot - A perfect evening



John serves a home made pizza with locavore ingredients to Brett on our Friday evening social



George checks out his paper work while Brett details his Dad's Healey Sprite

Planes, Trains, and Automobiles Revisited -Plus Reunion With 60460

By Nancy and
Ed Broadhead

Yes, we went back to Germany this fall. The travel started out much like the trip we took in 2009, the week-long Tour of Bavaria and the Black Forest that I'd won as the Grand Door Prize at the 2008 Parade in Charlotte: a friend took us to meet the bus at the New London Park&Ride, which delivered us to Boston's Logan airport for our overnight flight.

This time we landed in Frankfurt (I'm not really sure why we made that decision) instead of in Munich. Perhaps we were groggy from lack of sleep. We were sure we faithfully followed signs for Baggage Claim, but it seemed like at least a ten-mile walk involving ups and downs -- multiples of each -- before we got to the carousels! From there to the adjacent train station for the ICE train to Ludwigsburg.

Our hotel was across the street from the train station, the NH Ludwigsburg. NH (nothing to do with New Hampshire) is apparently a Dutch chain, ubiquitous in German cities. Our room was small, clean, complete, modular, and quiet; I'd describe the hotel as what I'd expect if done by IKEA. And we could get into it at 11 a.m.! Nap, lunch, nap, dinner, bedtime.

The next morning, jet lag eradicated, we took a taxi to Porsche's Ludwigsburg facility where we met our Porsche Travel Club tour group. This time, since we were "self-funded", we had chosen only a weekend tour, Porsche Tour of Alsace and Vosges; yes, much of our route was actually in France. The routine was familiar: met by our tour guide, led to conference room for snacks and paperwork, document review and lease signing (technically we leased the Porsche for the weekend with a credit card commitment for the 2500 Euro deductible for at-fault damage.) Instruction: don't pass each other, absolutely don't pass the leader. Details complete, the group went outside to join our Porsches, six 2013 911s in various configurations, some coupes, some cabs, some C2S, some C4S. I have no idea how they were matched with drivers, but they were pre-assigned. We had a C2S coupe. Each car had a walkie-talkie, so that we could communicate if stuck at a traffic light or had other problems. [Ed's note: C2S, PDK transmission with Sport Chrono, Sport exhaust, Sport suspension, nav system, Proximity alarm front and rear, radio, CD player, etc. Left it in all Sport options most of the time.]

Our group included two retired couples from Chicago, long-time friends, each with an adult child living in Europe, a couple from Vienna (Franz had worked for Kodak in the US for some years in the past, Uschi's English was a bit rough), four German (their comfort in English varied) men who work together in finance whose wives opted out of this trip, and us.

Once we got out of town, it became obvious that this tour was not like the earlier one! Not better or worse, but VERY different -- read the Porsche Travel Club catalog carefully between the lines... In 2009, we drove briskly over winding roads for an hour or so, then explored a castle, or a monastery, or a cheese factory, then repeat; very much a sightseeing trip, including some guided city tours on foot.

This time, Ed says, "Think Targa Florio!" Very much a Porsche Driving Experience, we covered about 500 miles. Drive very fast over winding roads, stop at a quaint restaurant for a multi-course lunch, drive very fast for the afternoon, stop at 5-star hotel for dinner (and wine) and the night. After breakfast, do the same again; ditto for Sunday, ending up back in Ludwigsburg around 4 p.m. for wrap-up. The weekend included an under-an-hour Saturday shopping stop in Colmar, France, known for its resident storks, and a fifteen minute visit to a church at the Schloss where we were early for our Sunday lunch reservation. Other than that, it was driving, with only brief pit stops, driver changes (we didn't), and fuel refills. I enjoyed lovely scenery, though Ed had something else to concentrate on! [Ed's note: One segment on the Autobahn; fair amount of traffic, only got to 230 kph.]

Melanie, our esteemed leader, did a marvelous job of warning us of oncoming traffic, leaving drivers free to "use all the road" which really was necessary to maintain the extremely brisk pace. Everybody slowed way down at villages, "encouraged" by chicanes and/or roundabouts as we entered and left. Between towns, no one seems very concerned with speeds.

We headed back to our hotel to await our big day on Monday, the highlight of Ed's entire trip.

60460's current owner, Sigfried Richter, picked us up in the morning and drove us an hour and a half to his business, where he keeps his Porsches. He and Ed went over every inch of the 1300S and its documentation, noting what changes from original had already been made when Ed owned the car, e.g. gas gauge and headlight grilles added and seat lowered, and that everything was now back to the way it left the factory. Yes, it does still have the original engine and the Hirth crankshaft with aluminum sleeve bearings, rebuilt by Ed!

After lunch at an historical recreation -- think Sturbridge Village with the relocated buildings dating from a few hundred years earlier -- Sigfried and Ed took 60460 out for a drive. It had been driven less than 100 km since its restoration was completed and was still in need of some adjustments, such as getting rid of the hugely excessive play in the steering wheel. But such a thrill to be driving it again 53 years after he'd last seen that 'fish silver' Cab!

Sigfried needed to stay at the office to do some work (after all, Porsches and restorations do need to be paid for), so one of his employees drove us back to Ludwigsburg.

The next couple days we did tourist things: a Porsche factory tour, Porsche Museum visit, Mercedes Museum visit, and a tour of the Porsche Classic restoration shop. Yes, we had done the first two on our 2009 trip, but there are always changes and new exhibits. One new feature at the Museum reminded me of the "Cone of Silence" from Get Smart (anyone remember that?). These are more like Cones of Sound; when you stand under one, directional speakers surround you with sounds of Porsches or people talking about Porsches. One that immediately got my attention was an NCR voice I know! A lighted crawl at the edge of the cone identifies the speakers, with German spelling.

We hadn't been to the Mercedes Museum before, but it's definitely worth a visit. Larger than the Porsche version, it reflects the larger variety of Mercedes vehicles, many of them also quite large -- trucks and buses and the like.

At this year's Parade, Ed had met a representative of Porsche Classic who invited us to visit their shop. He was away that week, but set us up with a very knowledgeable guide. We did freak out the taxi driver a bit when the specified address turned out to be a locked gate at the rear of an industrial building in an industrial neighborhood with only one small sign "Porsche" and a call button!. Interesting place! At any given time there are 8 - 12 959's there for service, One was on a lift next to a 906. Under restoration was a speedster, some historic early 911 rally cars and other 356's and early 911's. All cars Classic restores get a anti-corrosion dip, like the new ones. The shop also repairs all lease cars.

Eventually, we returned to Frankfurt and flew to Florence to join up with NCR members Leigh & Linda Kelk for a week of less-automotive tourism. Our time in Florence focused on museums, walking, shopping and eating. Did we mention wine? Then we drove almost to Venice, no choice but to park the car and take a boat to the island; there are no cars out there! Lots more walking and exploring and boat rides to other islands -- Morano for glass factories and expensive stores (need a 60,000 euro chandelier?); Burano, a colorful fishing village, for lace and a leisurely lunch.

A tip for visitors to Venice: It's obligatory to enjoy a cup of coffee or glass of wine at an outdoor table by the Grand Canal, watching all the boats move slowly by, gondolas, water taxis, water buses, private boats. But if you hear a siren, watch out -- and lift your feet! Ambulance boats need not observe the no-wake rules! A six-inch deep surge overflowed the deck we were sitting on, continuing right on up to the restaurant's front door. Fortunately, we were alert and stayed dry, though someone at the next table was quite drenched.

Then it was time for country and small towns. We stayed at a B&B, an agriturismo, a 400-year old farmhouse at the end of what one might charitably term a one-lane dirt road outside Siena. But there was a nice restaurant within walking distance, and after some exploring we found another several miles away that Ed & I had enjoyed in 2009. Daytimes, we explored by car and on foot, visiting several walled towns high on steep hilltops. We even discovered, after traveling miles unintentionally on a very rough dirt road, a huge golf course! After the fact Googling unearthed that we'd found a very exclusive private resort, where most villas include rooms for the private staff you'll of course bring with you. Didn't bother to explore prices.

Now to save up for another trip! Hmm, does the Porsche Travel Club offer a Tour of Tuscany? Worth looking into...



Our tour gang at the Sunday lunch stop



Ed ready to go for a spin more than 50 years since last having driven 60460



Ed and Nancy with this beautiful Porsche - what a color!



The calm before the storm - that was the ambulance boat The battered original nose is now wall art



Everyone is all smiles



60460's stable mate



Ed inspecting the engine



It is in "as original" condition



Ed checking the documentation

Spring Is A Long Time Coming DE Photographs - by John Dunkle & David Churcher



Looks like Edgar is keeping things safe...



Brett looking pretty good coming down the main straight..



See...it really is about the people...



Jackson Romanowski sporting that adorable face....



Scott Martineau's 951 "Beast" on pit row



NCR Instructor-Bob Tucker on the front straight, even the camera couldn't keep up



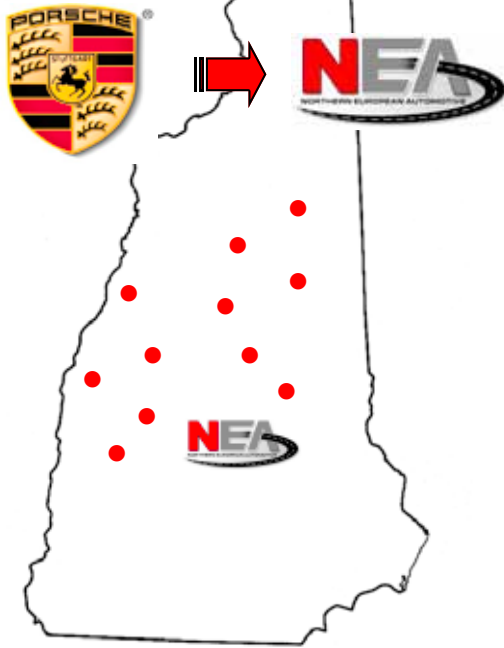
Allan MacGillivray is thrilled that he has three students. He was informed as he was looking for his engine under the front bonnet



NCR's newest instructor - Dave Logan chats with his student



Chief Instructor - John Dunkle taking a shot with that fancy camera



New Hampshire - The Granite State

Porsche Power & Performance Just a Short Drive Away!

FROM:	TO: NEA/MILES
Chocorua	67
Hanover	66
Waterville Valley	62
Moultonborough	52
Grantham	48
Holderness	44
Meredith	43
New London	39
Wolfeboro	38
Alton	27



Northern European Automotive, Inc.
 14 Chenell Drive, Concord, NH 03301
 (603) 228-0533 TeamNEA.com

WITH A FEATHERLITE, YOU GET THE TRAILER YOU WANT ... WITH THE QUALITY YOU DEMAND



Get your car to the show, the race or any big event in the best - an aluminum Featherlite car trailer.

Easy towing, durable, feature-rich Featherlites are the first choice of champions and auto enthusiasts everywhere.

Willowdale Farm Trailers Topsfield, MA

www.Willowdaletrailers.net email: willowdalefarm7@msn.com Sales: 978 376 7736

8 year warranty - 15% discount to PCA members



Edgar Broadhead

The following individuals have been approved as Tech Inspectors for those region members who enter track events that require inspections prior to the event. The Tech Inspection is provided as a service (some of the Tech Inspectors charge a nominal fee) to North Country Region members who print and bring the inspection form for driving events. Here is the link for the inspection form: <http://ncr-pca.org/images/stories/downloads/TechForm.pdf>

Name	Position	Phone Number
Ayer European Auto Restoration	Maine	(207)582-3618
Autosportsnortheast	Maine	(207)698-1000
German Auto Service, Inc.	Maine	(207)282-3013
The Boston Sportscar Co. LLC	Massachusetts	(781)647-7300
Kachel Motor Company	Massachusetts	(617)759-8973
Exotech	New Hampshire	(603)382-3599
Sports & Vintage Car	New Hampshire	(603)675-2623
Dupont's Service Center	New Hampshire	(603)742-8627
Series 900	New Hampshire	(603)863-0090
Porsche of Nashua	New Hampshire	(603)595-1707
Blair Talbot Motors	New Hampshire	(603)740-9911
Precision Imports	New Hampshire	(603)624-1113
AVA Restoration	New Hampshire	(603)563-8910
JSP Motorsports	New Hampshire	(603)477-9738
Northern European Automotive	New Hampshire	(603)228-0533
Continental Automotive Repair Service	New York	(845)356-2277
Auto Union	Vermont	(802)223-2401
Green Mountain Performance Co.	Vermont	(802)775-3433
Eurotech	Vermont	(802)660-1900
Rennline Inc.	Vermont	(802)893-7366
The Metric Wrench	Vermont	(802)751-8577
Heads Up Motorsports Inc.	Vermont	(802)886-2636
The Auto Master	Vermont	(802)985-8411
Zak's Auto Industries	New Hampshire	(603)943-7682

MART

Sale: 2000 Porsche 911 Coupe. Only 63,400 miles. 300 HP, 6 speed, totally stock. factory options include: Xenon headlights, Navigation System, 6 disc CD Changer, 18" Sport Classic wheels, heated full power seats, AC, PS, PW, PL, PSM, Rear wiper, power sunroof, cruise control, and more. Black Metallic with Gray leather. Clean Carfax, never hit. stored indoors and never seen snow. \$21,900 or BRO (may consider trades) contact Michael Lucci 603-718-5581 or email porschepoor@gmail.com



2003 996 C4S, Coupe, Silver/Black, 58,000 miles, 6 speed, completely stock, many factory options (Sport exhaust system, Xenon headlights, full leather interior, power leather seats, Bose sound system, sunroof, 18" Turbo wheels, and more), no body work, clean interior (no smoking), always kept in garage, new OEM catalytic converters (both banks), professionally installed Alpine navigation system, Dension iPod adapter (digital connection to OEM radio), need new tires soon, excellent condition. \$34,000.



Akira Mochimaru, Natick, MA am904gts@gmail.com

Books: (\$50.00 for the lot)

Porsche by Randy Leffingwell - paperback, *Porsche by Chris Harvey* - hard bound, *Porsche by Michael Cotton* - hard bound, *Porsche by Nicky Wright* - hard bound, *Porsche by Susann Miller* - hard bound. **Prints:** (\$200.00 for the lot) - individual photos available.

Porsche race car by P. Hearsey - ZONE 1 class winner award

911 GT1 winner 98 Le Mans by Susanna Weber - NER region class winner

356 Roadster at North Andover commons by Susanna Weber - NER region - class winner

All of these prints were awards that my car won at Zone and regional shows. Victor Oliver (508) 888-8435



1977 911S

One of the best examples around. Stunning Ice green metallic over cork non- sunroof sedan, non-power windows, original and near perfect interior, green/white cocoa mats, a/c (compressor removed but with car), only known changes from new are radio, heat exchangers (removed) and exhaust. Original Fuchs. Body and paint excellent, near flawless, with (apparently) a high quality respray at some point. 42,500 miles. \$21,500 or BRO Email or call for additional photographs - BigCheese@ConsumerProfilesinc.com or 603-343-7575



SALE: '80 Mazda RX7 alloy wheels (2) with snow tires \$250 ... DavidChurcher@comcast.net, 603 799 4688

1993 964 C2, Two time "Best Prepared" award winner and consistent podium finisher PCA Racing. Fresh engine & tranny (5 hrs.), full KMR suspension, Penske double adjustables, 2 sets Kinesis 18's, full cage, dual oil coolers w/ RSR pump, Mocal radiator/ Tilton pump on G50. Well sorted and a joy to drive. For advanced drivers. Move your DE to next level & ditch the street car. Over \$150K (invested) will sacrifice for \$39,995. (BRO) **ATC 28' tag trailer available for "package price"** ktistesj@gmail.com for complete specs.



For Sale" Item #1 - Alpine CDA-9886 Radio, Kenwood KAC8404, 600w Amp., Base Speaker, Cables.

All removed from my 98 Cab. when I reinstalled original radio. \$100 or Best Offer. item #2 - Christophorus Calendar Pages.

Approximately 20 years worth. Wallpaper your barn?? **Free** to good Porsche home. For either contact: **Leigh Kelk, Sunapee NH. 603-763-5978** lblkelk@gmail.com



MART

1984 chassied 935 replica, white with Martini (what else?) livery. Lightweight ARE fiberglass body panels with full adjustable wing. 3.4L fuel injected engine dyno'd at 274 whp. Leakdown 4%,3%,4%,4%,3%,5%. Haltech engine management, new fuel cell, Recaro SPG's, RS fuel pumps. Two sets BBS 3-pc wheels, including mounted unused set of Goodyear R-085 radial rains. Contact Hank Cowles @ (603) 742-4000 or email bigcheese@consumerprofilesinc.com mailto: bigcheese@consumerprofilesinc.com. \$40,000.00 obo. Pictures and more details available upon request.



I am the owner of a yellow **1977 924**. This car has been owned by our family twice and spent time in Vt in-between. I am too busy to put work into this old girl (install front fenders that I have for it and tune-up), and with two small children don't have the time either. I am not hard-up to sell this but don't want to watch it rot....if anyone has a similar car or needs a project first \$1000 takes it... Harold Lamos veggieh@yahoo.com

914 6cyl conversion package – 2.7L engine, complete with wiring and FI. Has had valve cover and fan upgrades. Include correct tach. Package also include most parts to do 914 conversion: new vellios aluminum oil tank, new correct flywheel, new bulkhead engine mount (allows engine to sit lower so you can use FI system), used headers \$3000 for all ...17" cup wheels - \$400 ...Silver boxster/996 center console - \$200 ... Gray and silver boxster/996 e brake handle - \$150 ... Gray and silver 6 speed boxster s/99 shift knob - \$75 ... Boxster S front bumper for normal boxster/996 upgrade (currently yellow but needs refinishing) - \$150 ... Boxster/996 CD changer - \$35 ... 944S/944S2/968 Nology hot wires (barely used) - \$100 ... 944 series short shifter – new - \$45 ...944 series pair of engine mounts – new - \$60 All parts are in Contocook/Hopkinton, NH frank.sanford@us.army.mil

2004 Harley Davidson Road King Custom FLHRSI - 32K+ miles, excellent condition, always serviced at dealer with 30K service done this spring. New tires last season, highway bars and pegs, saddle bags, syn. oil always used every 3K and before winter storage. Excellent example of a completely STOCK Road King that has never been abused or damaged

Too many toys and not enough space, I love the bike and I will miss it. Bike valued at \$11,400.

My asking price is: \$10,900/OBO

Jay Gratton - JEG914@AOL.COM or (603) 440-9804



2001 Cabriolet with Hardtop: It's time to find another good home for mom's baby. We purchased this vehicle in 2004 with 472 miles on the odometer. It's been stored in the winter at Blair Talbot's and has all maintenance records. It now has 69,000 miles.

Options list: Lapis Blue Metal Exterior - Savannah Beige Interior - Metropol Blue Top - Leather Sport Seats - Technic Package - Heated Front Seats Package - Leather Sport Seats - 3-Spoke Steering Wheel
Metropol Blue Floor Mat - 18" Sport Classic Wheels/Tires - Sport Seats Painted To Match Porsche Crest in Headrest - Flared Rocker Panels - \$26,5000 - Phone: 603-560-4911





Be Ready for Track Day...

...Be Ready for Every Day



Tuning • Handling • Maintenance



**ASE Certified Master Technicians
Full Service Foreign Auto Specialists**



**Factory Level Diagnostics and Service for Porsche
Call 802-775-3433**



www.GreenMountainPerformance.com

Passionate about Performance, that best describes Green Mountain Performance. Established in 1995, they have been at their current location for over 11 years, in the heart of central Vermont on Route 4 in Mendon. They are the place to go for the best in general service, repairs and performance modifications for your cherished rides. Their new facility has allowed them to expand service to accommodate the specialized tools & diagnostic capabilities to provide accurate repairs on today's complex vehicles with their many on board computer systems.

After 30 years of show winning, trophy grabbing, solid performing and attention getting vehicles, they have built a small but dedicated staff of craftsmen & suppliers to provide the utmost in satisfaction for their clients. They can now proudly say that they can accurately provide dealer level service on all German marques, predominantly Porsche, with a bevy of state-of-the-art diagnostic equipment & personalized service unmatched in their area. Their ASE certified technicians are not just nine to five, they live this stuff-from the streets to the track.

AD INDEX

- 1 Mainly Custom by Design
- 1 Meister Restorations
- 1 Steven E. Schindler Attorney/CPA
- 11 Stuttgart Northeast
- 11 Andover Periodontics
- 11 Harry Robinson/POS
- 13 HANNA & HANNA
- 13 Stibler Associates
- 28 EXOTECH
- 28 Exotic Car Club of America/James Smith
- 29 HMS
- 29 Autowerks Maine
- 30 Kachel Motor Company
- 30 Black River Design
- 32 Precision Imports
- 45 Willowdale Farms
- 45 Northern European Automotive Inc
- 49 Green Mountain Performance

Inside Front Cover CPI

Inside Back Cover EPE

Outside Back Cover Mallard Insurance

Northlander advertising rates:

Back Cover ½ page - Color
\$96.00/mo. \$1152/yr.

Inside front cover: Permanent (non-rotating)
\$125.00/mo. \$1500/yr.

Inside back cover: Permanent (non-rotating)
\$125.00/mo. \$1500/yr.

Inside front/back cover: Rotating full page ads
\$90.00/mo. \$1080/yr.

Both of these options will receive the second page 1 month per year as a marketing article. (ea: 2 page spread)

Full page - non-rotating
\$85.00/mo. \$1020/yr.

½ page - rotating
\$60.00/mo. \$720/yr.

This option will allow the use of page 1 as ad placement and detailed marketing article at least 1 month per year. (May allow for more according to number of ½ page ads placed. ½ page ad - ½ page marketing promo=full page spread. - ¼ page - rotating

\$50.00/mo. \$600/yr.

This option will allow the use of ½ page 2 as ¼ ad placement and ¼ marketing promo. This will allow for 2 of the ¼ page ads with marketing promo have to appear in one month. 1/8 page/Business Card

\$15.00/mo. \$180/yr.

Advertising contracts are for one (1) year (12 issues) unless otherwise noted. Billing is done twice per year, November and May. Business card and 1/8 page ads are billed once per year in November. We are happy to accept new advertisers part way through the year.

BTW



For those who did not recognize that face it is NCR's DE Registrar John Lussier - He was born into wheels



Congratulations again to the Zone 1 Autocross winners

NEXT MONTH

NCR Fall Rally

At EPE we have always taken great pride in providing the finest service available for your Porsche. As another example of our dedication to enhancing and preserving your Porsche driving experience, we are pleased to offer local Porsche owners the sale and professional installation of "The Guardian." The IMS Guardian™ was developed to be the first early engine failure detection system available for your M96 engine. This product was created specifically to alert the driver to a potentially imminent IMS bearing failure.

This deceptively "simple" device, containing no moving parts, applies concepts and technologies first employed in the aircraft industry decades ago.

Designed to work in most water-cooled cars the display integrates seamlessly with your Porsche's interior. Installation required is just a few extra hours in conjunction with your next oil change.

While not infallible, it is quite possible that this device, when used in concert with a conscientious maintenance program can help provide the peace of mind and stress relief that has been so elusive to the many water-cooled Porsche drivers afflicted with "WCPDPTSD".

With worldwide demand for this revolutionary new product being as high as it is, we have decided to inventory a number of these units. Please give us a call or drop us a note if you have any questions regarding this or any other Porsche related topic, or if you would like to schedule an appointment to have us install one for you.

Do You Have
Water
Cooled
Porsche
Driver
Pre Traumatic
Stress
Disorder?



To find out more go to epe.com/musings

508-651-1316

165 West Central St. Natick, MA

epe.com



Find us on [facebook.com/EPE-European-Performance-Engineering](https://www.facebook.com/EPE-European-Performance-Engineering)

NORTHLANDER

Volume 36 Number 11 November 2013

Janet Quintero
12 Landing Way
Dover, NH 03820

Change Service Requested



PRSR STD
U.S. Postage
PAID

Portsmouth
NH
Permit #60



BECAUSE BABIES *—need—* SPECIALISTS

Hagerty specializes in collector cars and their adopted parents. Both deserve pampering – care and expertise you won't find in the practices of general insurance companies. Call your local Hagerty agent below for a consultation. The doctor is always in.



MALLARD INSURANCE
Auto • Home • Life • Business

Michael A. Bernier

5 Coliseum Avenue
Suite 303
Nashua, NH 03063

603.943.7257
F 603.943.7259
michael@mallardinsurance.com



Classic Car Insurance™